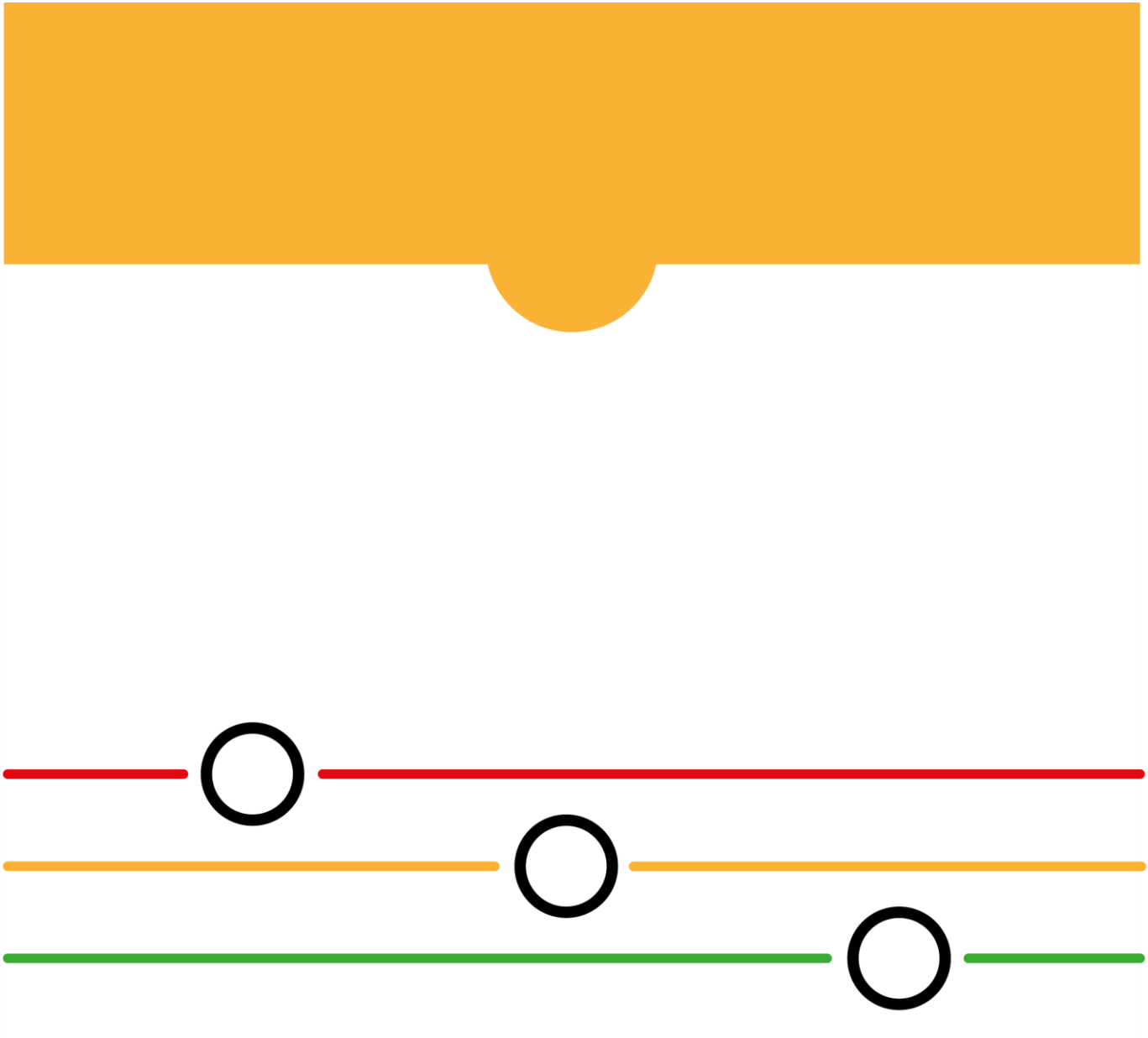




Mr S Chaudry

Retrospective Access Junction Application,
B4116 Atherstone Road, Pinwall, Atherstone

Technical Note

3706525



APRIL 2025

Note Details

Report Number: 3706525-TN

Report Title: Retrospective Access Junction Application, B4116 Atherstone Road, Pinwall, Atherstone

Client: Mr S Chaudry

Date: 24 April 2025

Status: -

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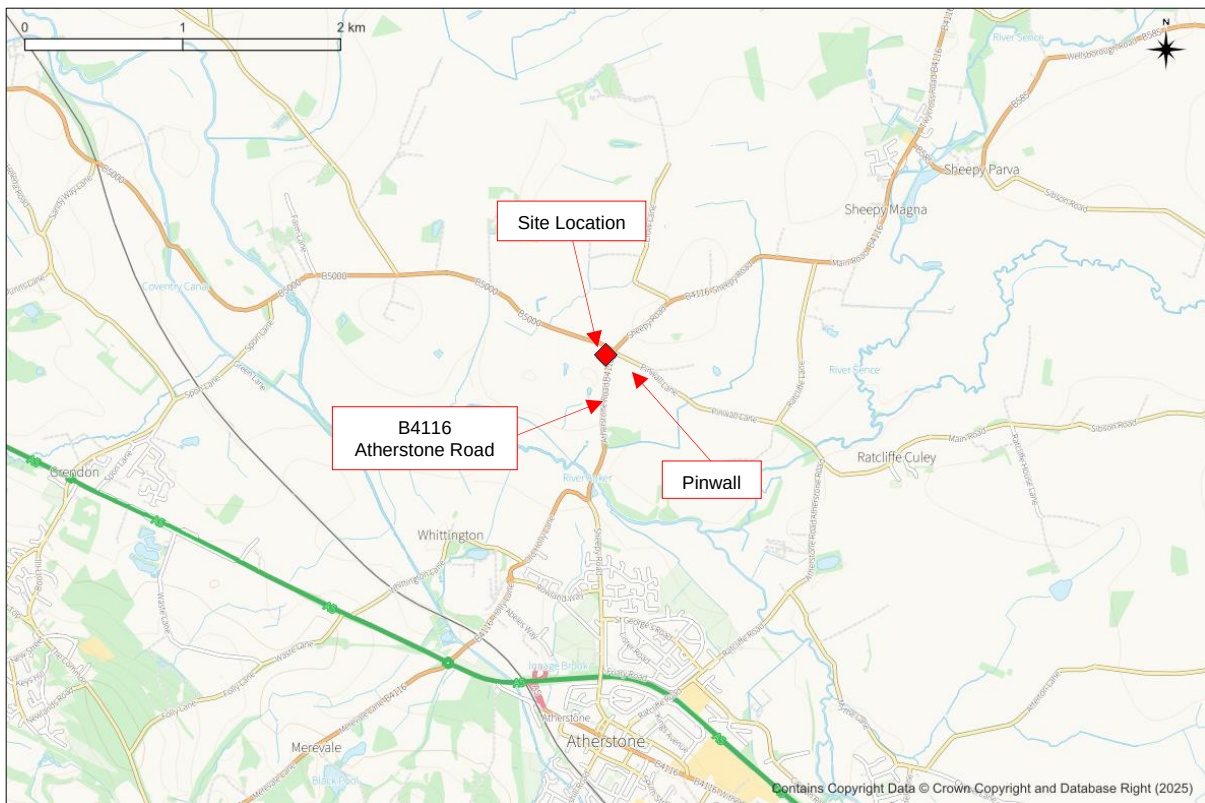
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1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by Mr S Chaudry to report on the anticipated highways and transportation considerations associated with a retrospective application for the introduction of a new access junction, serving an existing car sales unit, off the B4116 Atherstone Road, Pinwall, Atherstone.
- 1.2 This Technical Note (TN) has been produced to advise Hinckley and Bosworth Borough Council (HBBC) as the Local Planning Authority and Leicestershire County Council (LCC) as the Local Highway Authority on the transport planning considerations associated with the proposed development.
- 1.3 The application site comprises an existing commercial unit, with an adjacent area of hardstanding used for vehicle parking/storage. The site is situated in Pinwall, approximately 2.5km north of Atherstone Town Centre and around 11km south-east of Tamworth Town Centre.
- 1.4 The location of the proposed development site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan



Planning Context

- 1.5 The current application site was included within the redline boundary as part of a retrospective planning application submitted in December 2024 (Application Reference: 24/01148/FUL), for the demolition of an existing structure and the erection of a new building.
- 1.6 The application received consultation comments from the LHA which confirmed there would be no material impact on the public highway as a result of the redevelopment. The retrospective application was subsequently approved in March 2025.
- 1.7 A further application was submitted at the current application site in March 2024 (Application Reference: 24/00203/FUL) for the change of use from a car storage facility to a veterinary practice. The application was supported by a Justification Statement, with no separate highway report. The application was subsequently withdrawn in April 2024.
- 1.8 This TN supports a new retrospective application for the introduction of a new vehicular access to the site, associated with the above approvals, with no change of use or alteration to the quantum of built development proposed.

2 Existing Conditions

General

- 2.1 The proposals at the site relate to a retrospective application, where the existing building at the site will be retained with an approximate Gross Floor Area (GFA) of 290m².
- 2.2 The site is situated in Pinwall, approximately 2.5km north of Atherstone Town Centre. The application site comprises an existing commercial unit and an area of hardstanding. The commercial units and Petrol Filling Station (PFS) facility adjacent to the site form the 'wider site', which is also under the ownership of the applicant.
- 2.3 The B5000 and B4116 Atherstone Road, run along the northern and eastern boundary of the site, respectively, with a crossroad junction between the B5000 / B4116 / Pinwall Lane situated to the north-eastern corner of the wider site. Undeveloped land is located to the west and south of the site. The wider area surrounding the site largely comprises undeveloped agricultural land.
- 2.4 The works associated with the current retrospective application relate to the vehicular access to the site, which is provided along the eastern edge of the site, via a priority-controlled junction off the B4116 Atherstone Road.
- 2.5 Additional access to the site is provided through the wider site, where a priority-controlled access junction is located off the B5000.

Existing Highway Network

- 2.6 The B5000 is formed of a single carriageway which runs to the north of the site in an east/west direction, to the west of the site, the road routes towards Polesworth, and to the east the road meets the B4116 and Pinwall Lane at an uncontrolled crossroad junction.
- 2.7 Within the vicinity of the site the B5000 is approximately 6.5m in width, subject to a 40mph speed limit.
- 2.8 The B4116 is formed of a single carriageway which runs in an overall south-west/north-east direction. To the south of the site, the B4116 Atherstone Road runs towards Atherstone Town Centre and to the north of the site the B4116 Sheepy Road runs towards Sheepy Magna.
- 2.9 Within the vicinity of the site, the road is approximately 6.0m in width and subject to a 40mph speed limit. An existing PFS, which formed part of the wider site, is located at the adjacent crossroad junction where informal access/egress junctions are located off the B4116 and B5000.

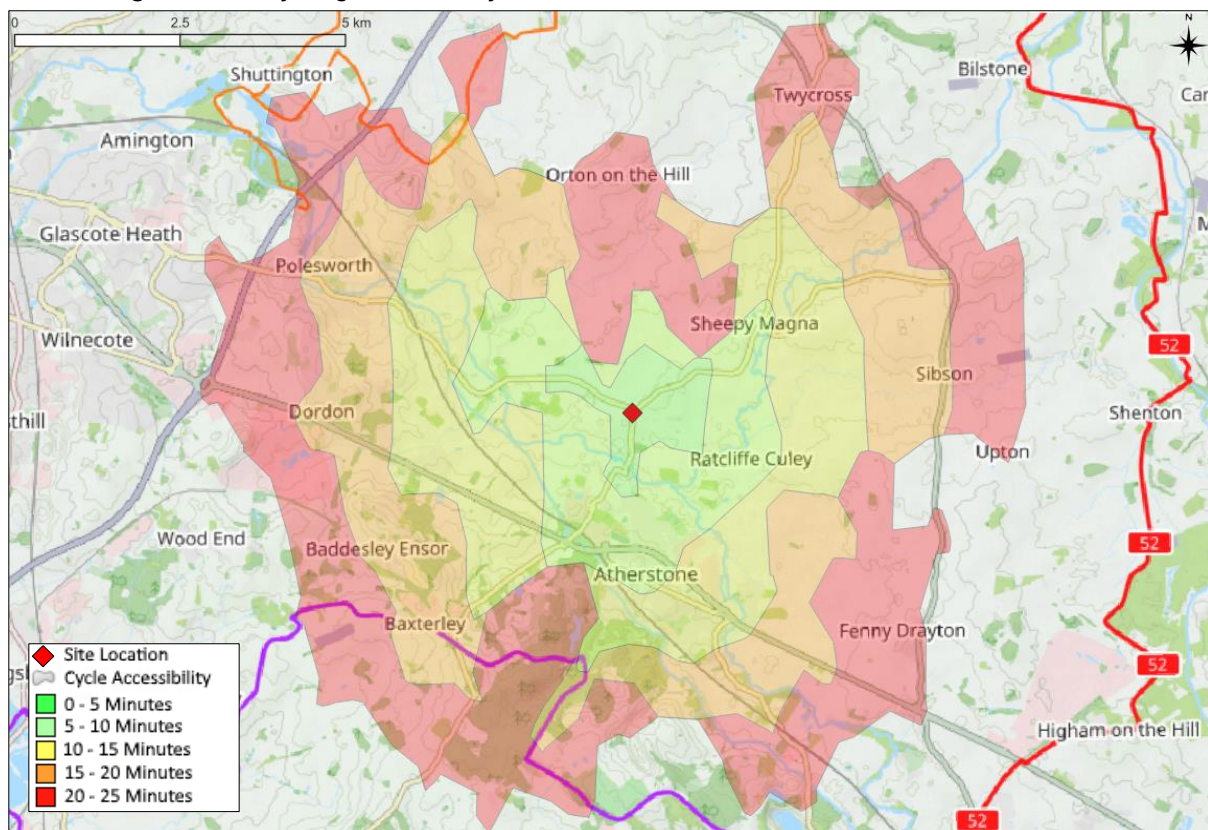
Road Safety

- 2.10 The most recently available three-year (2021 – 2023) road accident data provided by the Department for Transport (DfT) has been reviewed for the local road network in the vicinity of the application site.
- 2.11 Within the assessment period, there were no recorded incidents along the B5000. An incident of 'serious' severity was recorded along the B4116, at the adjacent crossroad junction. The incident was recorded in 2021, involving two cars and what the data classifies as a young driver.
- 2.12 On review of the available data, it is not considered that the results demonstrate any pre-existing patterns or trend of incidents that could be affected by the development proposals.

Access by Non-Car Modes

- 2.13 Due to the nature and location of the site, as a car sales unit, where no pedestrian infrastructure is provided within the vicinity of the site, access by foot, is not feasible.
- 2.14 It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes. The areas reachable within around a 25-minute cycle journey, are identified at **Figure 2.1**.

Figure 2.1 – Cycling Accessibility Plan



Source: OpenStreetMap (2025)

- 2.15 As shown above, the entirety of Atherstone is accessible within a 15-minute cycling distance of the site.
- 2.16 The nearest bus stops are located along the eastern edge of the site, along the B4116. A bus stop is located along either side of the carriageway, providing access to the same services, running in the opposite direction.
- 2.17 The bus stops are served by the '7 Whiterley – Measham' service, every two hours, between 09:30 and 16:00.

Accessibility Summary

- 2.18 Notwithstanding the nature of the application, it can be summarised that the site could offer potential for some journeys to be made by sustainable modes.

3 Proposed Development

General

- 3.1 The proposals at the site relate to a retrospective application, where the lawful use of the site, as approved in application 24/01148/FUL and existing building of 290m² GFA at the site will be retained.
- 3.2 The retrospective application relates to the vehicular access from the existing access junction along the eastern boundary of the site. The site will also be supported by the existing access point along the northern edge of the wider site, where the existing right of access to the site will be retained.
- 3.3 The proposed access is also to be supported by demarcated parking bays, with the proposed site layout is provided at **Appendix 1**.

Proposed Site Access and Servicing Arrangements

- 3.4 Primary access of the site will be taken via the existing access junction along the eastern access of the site, off the B4116.
- 3.5 The access junction has been subject to a visibility splay assessment in order to ensure that the proposals do not compromise highway safety. Within the vicinity of the site, the B4116 is subject to a 40mph speed limit, therefore, it has been ensured that the visibility splays required by both MfS and DMRB can be achieved:
- MfS: 2.4m (X-distance) x 66m westbound and eastbound (Y-distance);
 - DMRB: 2.4m (X-distance) x 120m westbound and eastbound (Y-distance).
- 3.6 The required visibility splays are presented in **Appendix 2**.
- 3.7 As part of the development, delivery and servicing vehicles will use the northern access point serving the wider site, and egress the site to the east, via the junction with the B4116.
- 3.8 A swept path analysis has been undertaken of the site access, egress and internal arrangements for a refuse vehicle and a 7.5t box van as the largest anticipated servicing and delivery vehicles associated with the site. To demonstrate that these vehicles can manoeuvre safely within the site, as shown at **Appendix 2**.

Parking Provision

- 3.9 The site benefits from 17 car parking spaces. However, this application is for the retrospective approval of revised access arrangements at the site.

- 3.10 Notwithstanding this, local parking standards are provided by LCC in the Leicestershire Highway Design Guide, where no standards are provided for car dealerships/sales unit.
- 3.11 The applicant has confirmed that this parking provision would be sufficient and would comfortably cater for the parking demands at the site.

4 Summary and Conclusions

- 4.1 Dynamic Transport Planning are instructed by Mr S Chaudry report on the anticipated highways and transportation considerations associated with a retrospective application for the introduction of a new access junction, serving an existing car sales unit, off the B4116 Atherstone Road, Pinwall, Atherstone.
- 4.2 The application site currently operates as a car sales facility, where the use of the site and the existing building at the site will be retained with an approximate GFA of 209m².
- 4.3 As part of the retrospective application the site will be accessed from the existing access junction along the eastern boundary of the site. The site will also be supported by the existing access point along the northern edge of the wider siter, where the existing right of access to the site will be retained.
- 4.4 A swept path analysis has been undertaken to show that a refuse vehicle and a 7.5t box van as the largest anticipated servicing and delivery vehicles associated with the site, to demonstrate delivery vehicles can manoeuvre safely through the site. A visibility splay assessment has also demonstrated that the appropriate visibility splays can be achieved in each direction.
- 4.5 The highway accident data has been reviewed for the most recently available three-year road safety record for the area surrounding the site. The data does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.
- 4.6 The accessibility of the site for non-car modes of travel has been assessed. It is considered that the site is located to allow for some journeys by modes other than private car to be undertaken.
- 4.7 Overall, on the basis of the above assessment, it is not considered that the proposals would result in any material impact on the local highway network. Therefore, there are no outstanding reasons why the proposed development should not be granted permission on highway grounds.

Appendix 1

Proposed Site Layout



Client
Mr S Chaudry

Project Title
**Access Application
Car Sales Centre
Pinwall**

Drawing Title
Site Layout

Scale 1:500	Date APR 25	Sheet A2
Author LJW	Checked by -	

Job No.
23/27

Drawing No.
16

Status
PLANNING

HAYWARD

architects

19 Station Road
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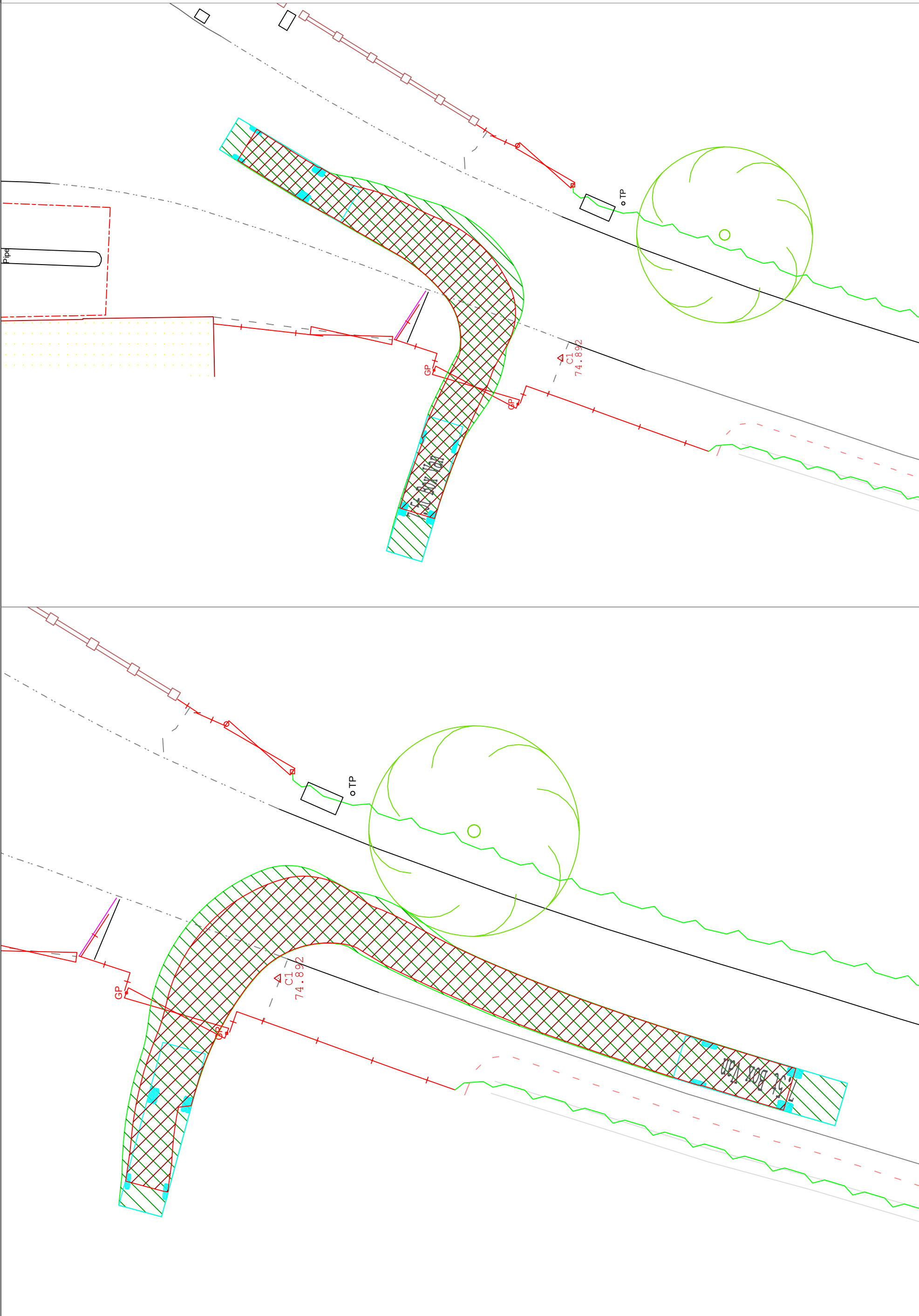
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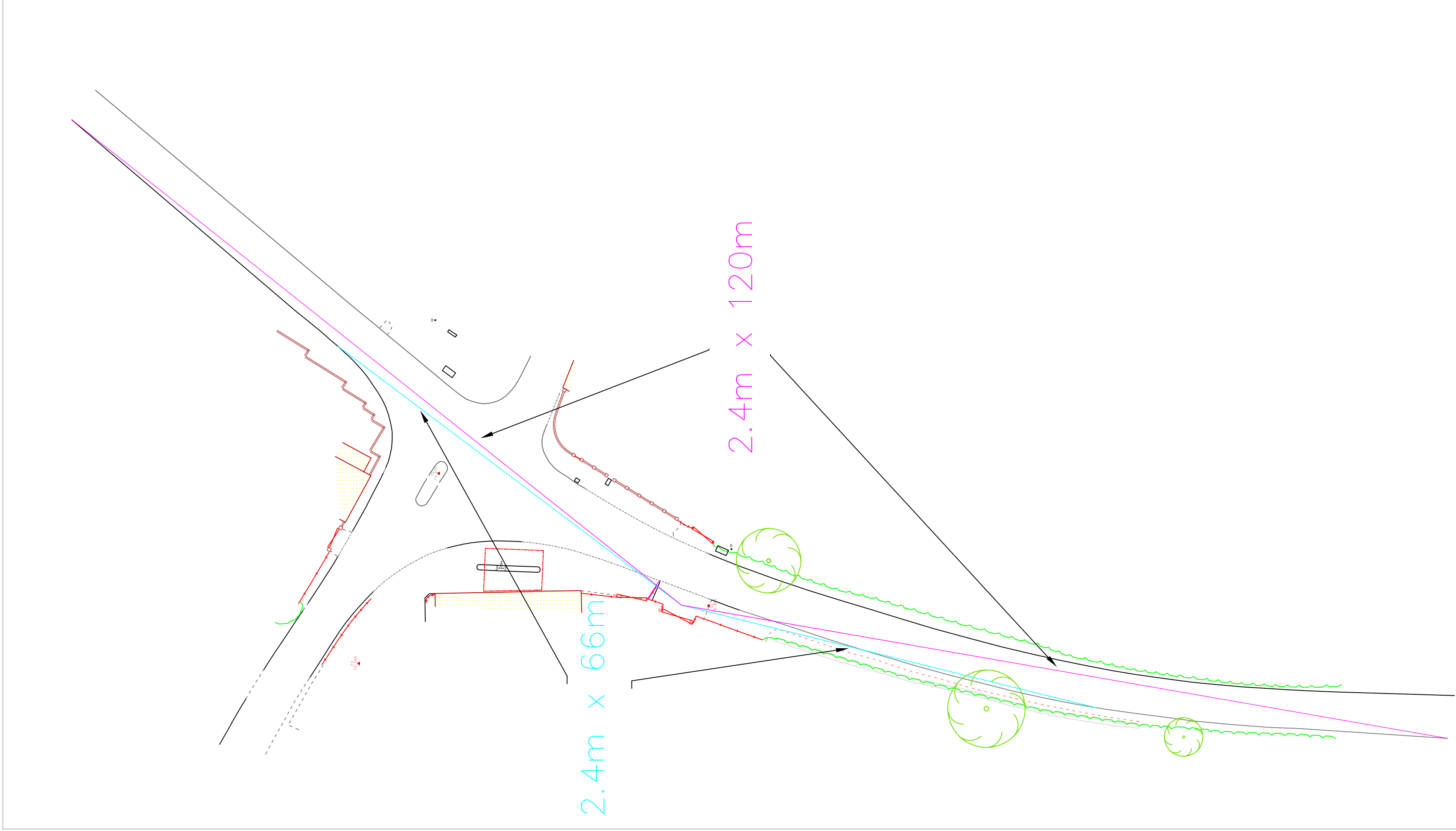
Appendix 2

Swept Path Assessment and Visibility Splay



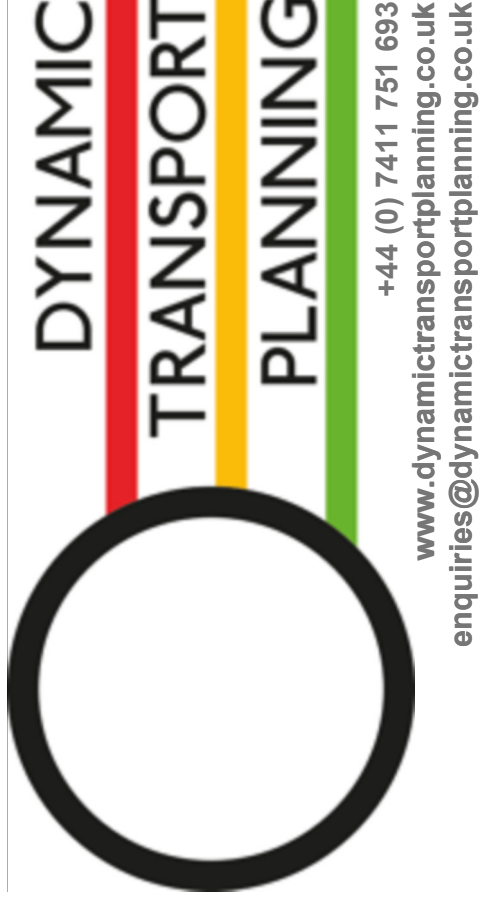
Swept Path Analysis - 7.5t Box Van - Scale 1/200

Visibility Splays - Scale 1/500



Notes
All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval, NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
-	23/04/25	First Issue	JB



Client		Mr S Chaudry	
Project		Retrospective Access Junction Development, B4116 Atherstone Road, Atherstone, Tamworth	
Drawing Title		Proposed Site Layout Visibility Splays Swept Path Analysis 7.5t Box Van	
Date	April 2025	Scale	As Specified @ A1
Drawn	JB	Approved	GS
Drawing Number		DTP/3706525/ATR001	
		Rev.	
		-	